

COUNTRY Eastern Germany Approved For Release 2006/04/18 : CIA-RDP82-00457R014100340001-1

TOPIC Werneuchen Airfield 25X1

EVALUATION 25X1 PLACE OBTAINED

DATE OF CONTENT 25X1

DATE OBTAINED 25X1 DATE PREPARED 29 August 1952

REFERENCES 25X1

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

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- ☐ 1. The following air activity was observed at Werneuchen airfield between 10 and 29 July 1952:
- 25X1 10 July. Between 5 a.m. and 6 p.m., local flying was practiced at the field.
- 25X1 11 July. There was flying by jet bombers between 2 and 6 p.m. and between 9:30 p.m. and about 2 a.m. on the next morning.
- 12 July. Only one transport plane made some local flights at the field.
- 14 July. A transport plane was the only plane observed aloft.
- 15 July. There was flying by jet bombers between 6 a.m. and noon and between 2 and 3:30 p.m.
- 22 July. Night flying was practiced by jet bombers after 9 p.m.
- 23 July. Between 6 a.m. and 4 p.m., local flights were made by jet bombers.
- 24 July. Some flying activity by jet bombers started at 6 a.m. and still continued after 5 p.m. Sometimes there was an interval of more than 60 minutes between the individual take-offs.
- 25 July. No flying was observed.
- 28 July. Between 11:15 a.m. and 12:20 p.m., four local flights were made by jet bombers.
- 29 July. Local flying was practiced by jet bombers between 7 and 10 a.m.

- 25X1 2. About 9:15 p.m. on 13 July, a convoy of 20 trucks with coupled AA guns, 20 open trucks, including some occupied by MI, and 3 canvas-covered trucks was observed moving from the field to Werneuchen railroad station. (1)

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4. Air activity was observed at the field between 6 a.m. and 4 p.m. on 18 July, after 8 p.m. on 22 July, between 6 a.m. and about 4 p.m. on 23 July, from 6 a.m. to about 4 p.m. on 24 July, and between 6 a.m. and 4 p.m. on 30 July.

5. At 7:23 p.m. on 27 July, 2 officers and 12 EM wearing black-bordered blue epaulets arrived on the passenger train from Wriezen. The personnel who were armed and carried their baggage marched from the railroad station to the barracks installation.

6. The following air activity was observed at the field between 21 and 25 July:

21 July. Between 5:35 and 7 p.m., five type-27 planes [redacted] practiced taking off and landing at the field.

22 July. There was no flying throughout the day. After 9 p.m., three jet bombers made night flights.

23 July. There was flying at the field between 5 and 8 a.m. and between 2 and 5:30 p.m. Seven type-27 planes [redacted]

[redacted] A single-engine plane landed at 11 a.m. and took off at 1 p.m.

24 July. Between 5:10 a.m. and 6 p.m., there was flying by jet bombers [redacted]

25 July. During the morning, a jet bomber made two take-offs and landings.

7. About 3 p.m. on 21 July, four twin-engine transports, each with six windows on both sides of the fuselage, fitted with a tail wheel and with radial engines, were parked in front of the first hangar. The aircraft were towed into the hangar about 5 p.m. (3)

8. The German factory police at the field had been issued small caliber rifles.

9. The northern taxiway was almost completed by 25 July. A total of 24 hardstands were built on both sides of the taxiway. Upon completion of the taxiway, the hardstands were to be provided with shrapnel-proof revetments. During the second half of July, material and ties for the spur track were hauled to the field by the Wendlandt Firm. The spur track was to be expanded by about 800 meters as far as the wooded area east of the field. Grading work was already started. It was rumored that another fuel dump was to be established in the wooded area. (4)

10. On 22 July, six boxcars loaded with bombs from Duckau and one boxcar with escorting personnel were shunted on the spur track to a point behind the hangars. The bombs were packed in crates, each 1.8 to 2 meters high.

12. Motor vehicles observed at the field included jeep [redacted] truck [redacted] loaded with crates and equipment proceeding to the AA gun emplacement, and tank truck [redacted]

13. The following observations were made at the field between 29 July and 2 August:

29 July. Between 7 a.m. and 6 p.m., no flying was observed. Night flying by several jet bombers started after 9 p.m.

30 July. No flying was observed at the field between 6 a.m. and 6 p.m.

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31 July. Flying was practiced between 5:15 a.m. and 4 p.m. At 5:15 a.m. take-offs were made by a type-30 plane and six type-27 aircraft all of which had red numbers. Further take-offs were made by a twin-engine transport at 12:30 p.m. and a type-27 jet bomber at 5:15 p.m.

1 August. Between 10:15 a.m. and noon, four type-27s practiced taking off and landing. Night flights were made by several jet bombers after 9 p.m.

2 August. Between 6:10 and 9:30 a.m., five type-27 planes and one type-30 plane were observed flying. At 9:20 a.m., a transport plane took off.

Motor vehicles [redacted] jeep [redacted] and tank truck [redacted] were observed at the field.

14. The following air activity and aircraft were observed at the field between 21 and 25 July:

21 July. Between 5:15 and 11 p.m., there was flying by jet bombers.

22 July. Throughout the day, maintenance work was being done on aircraft at the field. Flying started in the evening and still continued on the next morning.

23 July. There was flying up to about noon. Night flying started at 7:15 p.m. and continued until about midnight.

24 July. There was flying by several jet bombers between 9:30 a.m. and 6 p.m.

25 July. At 10 a.m., two planes took off. Subsequently, no engine noise was heard up to 6 p.m. [redacted]

three type-27 planes and [redacted] a type-30 plane. Aircraft counted at the field included 36 jet bombers of both types, 3 Li-2s and 4 Yak-11s.

17. In late July, work was completed on about two thirds of the expansion strip of the spur track leading to the new fuel dump. (4)

18. The following observations were made at the field between 23 July and 2 August:

28 July. During the afternoon, only maintenance work was observed at the field.

29 July. Between 6:30 and 10:30 a.m., two take-offs were made by type-27 jet bombers. Night flying by jet bombers was practiced between 8 p.m. and about 2 a.m.

30 July. Maintenance work was being done at the field.

31 July. Between 5:30 a.m. and 4:15 p.m., jet bombers practiced flying in wedge formation. A type-30 plane which was aloft was used as a target.

1 August. Between 3:20 a.m. and 3 p.m. aircraft flying in flights remained in the air for a long time. Between 3 and 11:30 p.m., four jet bombers made night flights.

2 August. Between 6:15 and 10:15 a.m., there was formation flying in two flights side-by-side. Aircraft parked at the field included 36 jet bombers and 2 Li-2s. [redacted]

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Comments.

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(1) The destination of the convoy could not be determined.

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(2)

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(3) On 11 July 1952, the air transport regiment from Altenburg was transferred to Brandis. transport planes east of Berlin. Since it has not been confirmed that all the aircraft of the air transport regiment are stationed in Brandis, it is believed possible that the Li-2s observed at Werneuchen airfield also belong to the regiment in Brandis.

(4) The northern taxiway was to be completed by 15 July 1952. The present report indicates that work is nearing completion.

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